

DELEGATED DECISION REPORT

SMD/2024/0266
Valid 20/06/2024

30 DRAYCOTT ROAD
UPPER TEAN

PROPOSED CAR PORT
(FULL - HOUSEHOLDER)

MAIN ISSUES

- Principle of development
- Design and visual impact
- Neighbour amenity
- Impact upon protected trees
- Highways
- Coal

DESCRIPTION OF SITE

Number 30 Draycott Road is a detached dwelling sat within a generously sized plot of land on the northern side of Draycott Road. The property is set well back from the carriageway edge, divided from it by planting and a large parking and turning area. The property benefits from amenity areas to the front and rear. The site forms part of a well-defined and established residential area.

For the purposes of planning policy consideration the application site is located within the Upper Tean Development Boundary. Records also show that the site is within the Checkley Neighbourhood plan area and a low-risk coal development area. There are a number of protected trees at the front of the house.

PROPOSAL

The construction of a two-bay (one single, one double) car port which is to be situated at the front of the dwelling adjacent to the boundary with number 40 Draycott Road. The plans show that the car port (footprint of 9.0m x 5.0m) would be constructed using oak timber posts and a roof covering described as 'grey, lightweight tile effect roof cladding.'

RELEVANT LOCAL AND NATIONAL PLANNING POLICIES

Staffordshire Moorlands Local Plan

SS1	Development Principles
SS8	Larger Villages Areas Strategy
DC1	Design Considerations
NE2	Trees, Woodlands and Hedgerows
Appendix 2	Parking Guidance

Checkley Parish Neighbourhood Development Plan

Supplementary Planning Guidance

1. Space About Dwellings
2. Design Principles for Development in the Staffordshire Moorlands

Supplementary Planning Document

1. Staffordshire Moorlands Design Guide.

National Planning Policy Framework

Including sections:

- 2 Achieving sustainable development
- 6 Building a strong, competitive economy
- 9 Promoting sustainable transport
- 12 Achieving well-designed and beautiful places
- 15 Conserving and enhancing the natural environment.

SITE HISTORY / RELEVANT PREVIOUS APPLICATIONS

SMD/2021/0766	Redesign of dormer windows to dwelling. Approved.
02/01179/FUL	Single storey rear extension to garage. Approved.
83/11888/OLDDC	Extension to form double garage. Approved.
82/11073/OLDDC	Conversion of garage to games room, extension to form laundry, porch and larger bedroom, erection of garage. Approved.

CONSULTATIONS

Publicity

Site Notice expiry date: 24.07.2024.
Neighbour consultation period ends 16.07.2024.

Public Comments: No representations received during the statutory consultation period.

Checkley Parish Council: The Parish Council are of the opinion that the proposal appears to be sound provided it is in keeping with neighbouring property and there are no local objections and it conforms with planning policies as defined in the Checkley Parish Neighbourhood Development Plan and the Staffordshire Moorlands District Council Core Strategy and the National Planning Policy Framework.

Staffordshire County Council Highways: *Personal Injury Collisions*

Current records show that there were not any Personal Injury Collisions on Draycott Road within 50 metres either side of the property from 30/12/2019 to 29/12/2022.

Background

The property is located on Draycott Road (Road No. C0109), a C classification road which is subject to a 30mph speed limit; there are footways and streetlighting.

Description of Proposal

Proposed Car Port.

Comment

The proposal is for the construction of an oak framed car port within the grounds of 30 Draycott Road. The car port will be approximately 8.8m wide and 5m deep and can accommodate parking for 3 vehicles as detailed on submitted plan Drg. No 6051-001 Rev A.

The proposal aims to formalise parking by providing a carport and is not considered to have a negative impact on the adopted highway. I have no objection (application number SMD/2024/0266).

Severn Trent Water: Severn Trent objects to the building over of any sewer or water main. However, in accordance with part H of the Building Regulations, a building over or building close to a public gravity sewer may be allowed subject to certain conditions being fulfilled. To pursue this option the APPLICANT must contact building.over@severntrent.co.uk to discuss (not yourselves the LPA).

Trees (SMDC): No objections. The application seeks planning permission for the erection of a 3-bay car port to be supported on 7 support posts, each post to be fixed at ground level with a base plate secured onto a (presumed) concrete pad. The pad for each post position will be within an existing tarmac surfaced drive/parking area, although will involve localised excavation of an indicated c.600x600x500mm deep to cast the pad.

Records indicate TPO-protected trees on site, including in the front garden area immediately to the south of the proposed car port position. Whilst I have not visited the site for this consultation response, your site photos and Google Streetview images suggest that one of the TPO trees (T5, a Cherry) is still present as a multi-stemmed tree adjacent to the south-west corner of the car port position, whilst the second (T7, a Sycamore) may have been removed at some stage and there is now a mature Birch nearby (possibly as a replacement for T7) which is not a protected tree. Nevertheless, protected or not, there are clearly some existing well-established trees present which should be considered.

It is considered that the intermittent pad/post positions, with c.4.25m undisturbed ground between them closest to the trees, are unlikely to cause significant root damage to the nearby trees, especially within the seemingly long-established existing tarmac area. I have no objection to this application; given the relatively low-key construction required and the existing extensive hard surfaced drive area on which the proposal would be located, in this instance there is no realistic requirement to impose a condition securing temporary tree protection measures if planning permission is granted.

There may be a need to carry out some minor crown lifting/reduction pruning to the adjacent and partly overhanging trees in order to accommodate the car port. In the case of the TPO Cherry T5, any such pruning which is directly required in order to implement the development would automatically be authorised by virtue of the grant of planning permission, and a separate application for consent under the TPO would not be required. It may be useful to include an informative note to this effect on the decision notice, if planning permission is granted, as follows or to similar effect:

Any minor pruning work to trees protected by Tree Preservation Order which is directly required in order to implement the development hereby approved, is authorised by virtue of this planning permission. However, the planning permission does not authorise any other work

to protected trees, and specific consent, following separate application to the local planning authority under the terms of the Tree Preservation Order, would be required to carry out any such work other than where specified as exempt under the Town and Country Planning (Tree Preservation) (England) Regulations 2012.

OFFICER COMMENTS

Principle of Development

Local Plan policy SS8 identifies Upper Tean as a 'Larger Village' within the Staffordshire Moorlands. Within the larger villages there is support in principle for a range of developments including housing related proposals. Whilst there are no 'in principle' objections to the application, all material planning considerations must be satisfied for the scheme to be supported; these are discussed below.

Design and visual impact

There are no design concerns. This is a simple oak framed structure with shallow pitched roof. The use of timber raises no concerns however it would be advisable to secure materials details/samples of the proposed roof covering as the plan labels it only as 'grey lightweight tile effect roof cladding.' The footprint (9.0m x 5.0m) is reasonable in size. Due to the changing land levels at the front of the house, the part of the building closest to the dwelling will have a lower floor to ridge height (approximately 3.1m) than the southernmost part of the structure (approximately 3.5m). Overall this is a structure which would not necessarily look out of place within the grounds of a domestic property. The domestic curtilage of the application site is generously sized, the addition of this car port will not result in overdevelopment of the plot.

In addition to considering the application against Local Plan policies the application site lies within the boundary of the Checkley Parish Neighbourhood Plan. The Neighbourhood Plan covers many matters ranging from housing, High Streets, Green Spaces and transport. In respect of this application the main Neighbourhood Plan policy consideration is policy DES1 which concerns itself with design. The policy stipulates that development must be well-designed, sustainable, site specific and compliment the surroundings in terms of scale, height, massing, spacing and set back from the streets. DES1 also discusses parking arrangements for example securing parking space within the curtilage of dwellings which is proportionate to the size of the property and ensuring that it does not dominate streetscapes. The application accords with the requirements of DES1 in that it is well designed and fits in well with its surroundings in terms of scale and it being in close proximity to the host dwelling, set back from the highway so as not to have any adverse visual impact upon the street scene.

Neighbour amenity

The car port would be sited on the western side of the application site, adjacent to the fairly substantial block wall and hedgerow boundary. It is possible that part of the structure would be seen from the neighbouring property to the west (number 40 Draycott Road), particularly from their upper floor dormer window. However, the substantial size of the hedge/block wall boundary appears to act as a privacy barrier and there is a good separation distance from the front of the neighbours house to the site of the proposed car port. It is noted that no representations have been received from the occupant(s) of number 40.

Impact upon protected trees

The Arboricultural Officer's consultation response can be seen in full within the Consultations section of this report. Notably the officer comments that the scheme is '*unlikely to cause significant root damage to the nearby trees, especially within the seemingly long-established existing tarmac area.*' There are no objections from Arboricultural officer and no conditions are requested. The officer does recommend that in the event of the application being approved, that an informative note is added to the decision which relates to tree pruning.

Highways

The application does not propose any alterations to the existing site access. County Highways do not object to the application, commenting that *'the proposal aims to formalise parking by providing a carport and is not considered to have a negative impact on the adopted highway and do not request any conditions.'* It is noted that by its very nature, this scheme will not reduce the parking space available on site.

Coal

The application site is within a low-risk coal development area. Gov.uk website is that 'If you are submitting a planning application in a Development Low Risk Area then there is no statutory requirement to submit a CMRA to the LPA' however 'the proposed development still lies within a coal mining area and could contain unrecorded hazards.' The advice is that if any coal mining feature is encountered it must be immediately reported to the Coal Authority. Coal related matters can be referenced on the decision notice in the event of planning permission being approved.

CONCLUSION / PLANNING BALANCE

For the reasons outlined within the report, it is recommended that the application is approved subject to conditions. Relevant informative notes are also recommended.

OFFICER RECOMMENDATION : Approve subject to conditions.

Case Officer: Lisa Jackson

Recommendation Date: 09.09.2024

X 

Signed by: Jane Curley

On behalf of Staffordshire Moorlands District Council